

# STANDARD STOCKS

## STRONG ON STREET

Brooklyn Rapid Transit and American Tobacco Send Out Good News.

### UNITED FINANCIAL DOES WELL

#### BARRON FINANCIAL SERVICE.

New York, June 21.—The traders paid attention to business during the first hour to-day, and then politics and the Yale-Harvard boat race absorbed more of their attention than did stocks. In the afternoon, however, the market was strong, as a result of the recent declaration of an extra 5 per cent dividend by its subsidiary, the Interborough Rapid Transit Company. American Tobacco took an upward turn on small sales, as a result of additional rumors of the details of the pending extra dividends. Bullish activity in American Malt stocks followed a rumor that the next dividend on the preferred would be an increase to the annual rate of 6 per cent. Wabash 4 per cent bonds were strong and active, while the preferred and common stocks stood still upon the prospects of an early termination of the receivership, the present plans being of advantage to the bonds, but detrimental to the value of the stock. The more active standard issues were steady. The earnings of the whole Brooklyn Rapid Transit system for the year ending June 30 will be about \$3,000,000 above all present fixed charges, while the interest on the new bonds will be about \$2,000,000 annual payments. If there is not any decrease in earnings, Brooklyn Rapid Transit would be able to pay this interest from its earnings now, but during the time while the new bonds are in process of construction, the road will carry the interest in its construction account so as not to jeopardize the present Brooklyn Rapid Transit dividends.

The affairs of the Coudage Trust, the Standard Coudage Company, will soon be wound up with the offer of the Equitable Trust Company of New York to purchase the mortgage against the Company, to pay the net distributable cash value on the \$3,000,000 first mortgage bonds. Less than \$100 for each \$1,000 bond will be available in all, and only 44 at present. The declaration of 7 per cent dividends by the Hocking Valley, and 5 per cent by the Kanawha and Michigan, during the current fiscal year, means payments equal to 14 per cent on the Chesapeake and Ohio stock to that road, as compared with the equivalent of 3 per cent in 1911. The Chesapeake and Ohio owns \$3,850,000 of the Hocking Valley stock, and \$4,000,000 of the \$5,000,000 Kanawha stock. Hocking Valley's payments in the 1911 fiscal year were only 4 per cent, although earnings totaled 16 per cent on its stock, and earnings will be nearly as large this year. The stock is now on a 6 per cent basis, although the change only affected the last half of the current year, and recently a semi-annual dividend of 4 per cent was declared. It was not stated that the future annual rate would be 8 per cent. Kanawha and Michigan, in June, 1911, inaugurated dividends at the rate of 4 per cent per annum, which was increased to 5 per cent by the declaration of a 2 1/2 per cent dividend in the fall. Earnings for the road this year will be about 10 per cent as compared with 11 per cent on its capital stock in 1911. The recovery of the Atlanta, Birmingham and Atlantic has arranged to sell \$5,000,000 of 5 per cent receivers' certificates to a New York syndicate, which will sell them to the public at about 95. The proceeds will enable the road to meet the payment on the \$3,500,000 5 per cent receivers' certificates due July 1, and provide for \$1,000,000 for property improvements. There is little prospect of reorganization of the property in the near future, as net earnings are too small to warrant this, even with a great scaling down of the securities. The net for the year will probably not total over \$500,000.

Net earnings of the United Fruit Company from fruit sales alone in May were \$125,000, with a large income besides from export and other sources. The June business has been even larger. President Shon of the Chicago and Alton, will resign from his position on July 1 and devote all of his time to Interborough-Metropolitan affairs. The recent acquisition of interest in the Alton by the Union Pacific may result in one of the Harriman lines' officials succeeding to the presidency of the Alton, especially as several Union Pacific directors are slated for positions as Alton directors at the next election.

### CURB MARKET.

Quotations furnished by W. B. Hilde & Co., members of the New York Stock Exchange, Hilde Building.

Symbol	High	Low	Close
Alton	11 1/2	11 1/4	11 1/4
Alton & N. Y.	11 1/2	11 1/4	11 1/4
Alton & N. Y. pfd.	11 1/2	11 1/4	11 1/4
Alton & N. Y. 4s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 5s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 6s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 7s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 8s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 9s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 10s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 11s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 12s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 13s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 14s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 15s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 16s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 17s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 18s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 19s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 20s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 21s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 22s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 23s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 24s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 25s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 26s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 27s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 28s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 29s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 30s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 31s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 32s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 33s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 34s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 35s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 36s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 37s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 38s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 39s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 40s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 41s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 42s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 43s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 44s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 45s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 46s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 47s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 48s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 49s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 50s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 51s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 52s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 53s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 54s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 55s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 56s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 57s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 58s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 59s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 60s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 61s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 62s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 63s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 64s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 65s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 66s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 67s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 68s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 69s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 70s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 71s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 72s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 73s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 74s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 75s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 76s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 77s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 78s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 79s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 80s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 81s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 82s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 83s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 84s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 85s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 86s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 87s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 88s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 89s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 90s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 91s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 92s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 93s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 94s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 95s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 96s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 97s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 98s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 99s	11 1/2	11 1/4	11 1/4
Alton & N. Y. 100s	11 1/2	11 1/4	11 1/4

### BOSTON COPPER STOCKS.

Quotations furnished by W. B. Hilde & Co., members of the New York Stock Exchange, Hilde Building.

List of the New York Stock Exchange, Hibbs Building.		
	Bid.	Askd.
Atlanta.....	21	22
Bay State Gas.....	70	74
Boston.....	10	10
Burling Columbia Copper.....	22	6
Butte.....	22	24
Butte Cautions.....	22	24
California.....	47	54
Colony.....	21	24
Colorado.....	21	24
Goldfield.....	21	24
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	107	107
Green.....	10	